

Proposed DRAFT Transit-Oriented Communities Policy

SPUR Digital Discourse

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ASSOCIATION OF BAY AREA GOVERNMENTS METROPOLITAN TRANSPORTATION COMMISSION



Plan Bay Area & the TOC Policy



VISION & GUIDING PRINCIPLES

Ensure by the year 2050 that the Bay Area is **affordable, connected, diverse, healthy** and **vibrant** <u>for all</u>.





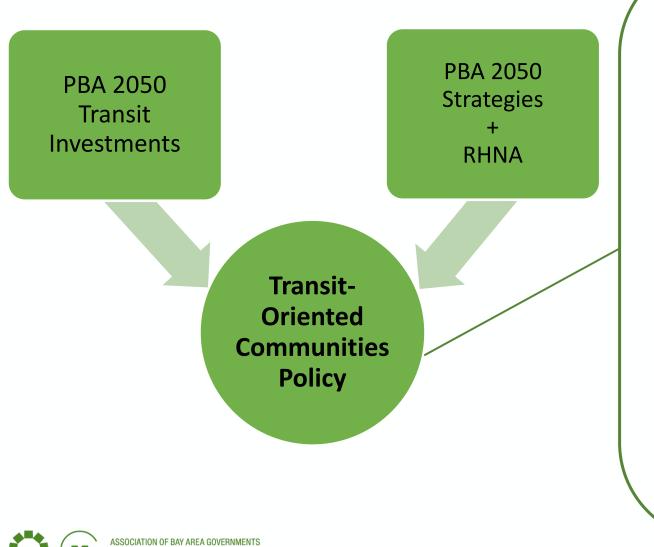
- Transportation Strategies
- Housing Geographies & Strategies
- Economic Geographies & Strategies
- Environmental Strategies

Strategies addressed by TOC Policy:





Overview: Focus on PBA 2050 Implementation



Proposed TOC Policy Goals

Goal 1: Increase residential densities for new development and prioritize affordable housing in transit-rich areas.

Goal 2: Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.

Goal 3: Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations.

Goal 4: Support and facilitate partnerships to create equitable transit-oriented communities within the San Francisco Bay Area Region.

2005 TOD Policy v. TOC Policy Proposal: Applicable Areas

2005 TOD Policy

TOC Policy Proposal

Policy Application

- Specific transit extension projects
- Half-mile area around new stations

- PDAs and TRAs with planned transit investments in Plan Bay Area 2050:
 - All rail, ferry, and frequent bus (e.g., headways ≤15 min) projects that seek regional discretionary funding





2005 TOD Policy v. TOC Policy Proposal: Requirements

2005 TOD Policy

Policy Requirements

- Corridor-level min housing thresholds
- Existing and/or planned/zoned land uses within a half mile of all stations must meet or exceed the overall corridor threshold for housing
- Affordable units = 1.5 market rate units

TOC Policy Proposal

- Minimum planned residential and commercial densities for new development
- Affordable housing and antidisplacement policies
- Parking management
- Station access and circulation, including connectivity to adjacent Equity Priority Communities



2005 TOD Policy v. TOC Policy Proposal: Conditions

2005 TOD Policy

Policy Conditions Policy requirements must be satisfied before regional discretionary funds are programmed or allocated for construction

TOC Policy Proposal

- Transit expansion/extension projects: No change
- Transit enhancement/improvement projects: local jurisdictions' discretionary transportation funding may be conditioned on meeting requirements within a specified time frame



Proposed Requirements: Density

• Specifies minimum residential and commercial density ranges for future growth around highquality transit that are needed for PBA 2050 implementation. Adopted plans and built projects indicate these ranges are feasible, but that there is variation throughout a station area.

Level of Transit Service	Min Planned Residential Density	Min Planned Commercial Density
Tier 1: Regional rail hubs (e.g., served by multiple BART lines, BART and Caltrain, etc.)	150-200 dwelling units per net acre	6-8 floor area ratio
Tier 2: Stop/station served by BART, Caltrain, Light Rail Transit, Bus Rapid Transit	75-100 dwelling units per net acre	3-5 floor area ratio
Tier 3: Stop/station served by commuter rail, ferry, or frequent bus (e.g., headways ≤15 minutes)	35-50 dwelling units per net acre	2-4 floor area ratio

Note: Proposed density ranges are based on PBA 2050 modeling for Strategies H3 and EC4 (see <u>Forecasting and Modeling Report</u>, p.44 and p. 57).

 Staff will further refine/clarify requirements and transit service level definitions to address comments related to displacement risk and land use variation within station areas or along corridors.





Proposed Requirements: Affordable Housing & Anti-Displacement Production

Adopt policies that address at least 2:

- Prioritize deed-restricted, permanently affordable housing on publicly owned land
- Inclusionary requirement with or without in-lieu option
- Density bonuses in excess of state law for projects with higher % affordability, etc.

Preservation

Adopt policies that address at least 2:

- SRO preservation ordinance/overlay
- Condo conversion restrictions
- Tenant opportunity to purchase
- Preservation of affordable housing at-risk of conversion to market rate

Continuing to seek stakeholder feedback and currently working with Housing and Local Program staff on further refinement and coordination with other housing-related PBA 2050 implementation efforts.

Protection

Adopt policies that address at least 2:

- Rent stabilization •
- "Just cause" eviction
- Tenant right to counsel

AND adopt policies addressing at least one:

- Foreclosure assistance
- Rental assistance • programs
- Overlay zone to • protect/assist small business and community nonprofits
- Affordable housing preference for existing residents, displaced former residents



STRATEGY H1





STRATEGY H3 ٩U HOUSING MIX



STRATEGY H5 F INCLUSIONARY ZONING





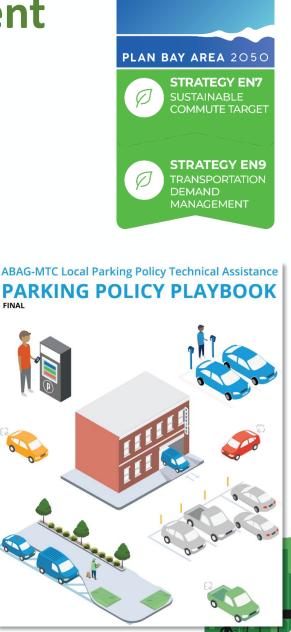
Proposed Requirements: Parking Management

Residential

- No parking minimums
- Parking maximums between
 0.375-1.0 spaces/unit based on level of transit service
- Allow shared and unbundled parking
- Adopt a TDM policy for new development
- Minimum of one secure bike parking space/unit

Commercial

- No parking minimums
- Parking maximums of 0-2.5 spaces per 1K sf based on level of transit service
- Adopt a TDM policy for new development



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Proposed Requirements: Transit Station Access and Circulation

- Include policies and design guidance prioritizing shared mobility (including buses/shuttles) and active transportation – coordinate with Complete Streets Policy
- For rail and ferry station areas, include initial mobility hub planning, infrastructure, and service needs
- Include an access gap analysis and accompanying improvement program for station access via a 10-15-minute walk, bicycle, or bus/shuttle trip
- Will further refine requirements to emphasize connections to EPCs



Image by Nelson Nygaard Consulting Associates



Key Issues for Policy Development

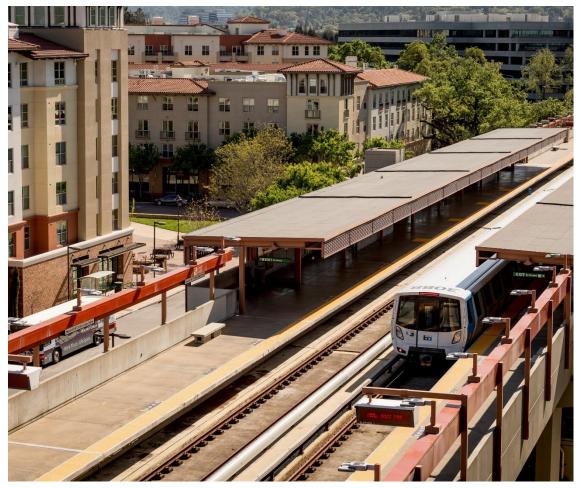


Photo credit: Karl Nielsen

Robust discussion at January 14th MTC Planning/ABAG Admin Committee!

- Conditioning funding v. using funding as an incentive for TOC Policy compliance and timing/phasing of implementation
- For requirements, balancing simplicity with effectiveness + land use complexity and diversity
- Resources available for policy implementation, including planning and technical assistance grants, as well as policy compliance



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Next Steps

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- More extensive outreach to cities to better understand baseline and to develop options for revisions to the policy approach and requirements
- MTC Policy Advisory Council
- ABAG Executive Board
- Technical Advisory Committee, additional outreach

Develop Draft Final Policy Proposal

April

Feb

- Draft Final Policy to Joint MTC Planning/ABAG Admin Committee
- Adoption by Commission

